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# **CENTRAL AVENUE SPECIFIC PLAN**

**PREPARED FOR THE CITY OF LOMPOC**

**October 1986**

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CENTRAL AVENUE SPECIFIC PLAN

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September 16, 1986



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~~CONFIDENTIAL~~  
RESOLUTION OF THE CITY COUNCIL  
OF THE CITY OF LOMPOC  
COUNTY OF SANTA BARBARA, STATE OF CALIFORNIA

IN THE MATTER OF: APPROVING THE CENTRAL AVENUE  
SPECIFIC PLAN.

No. 3600(86)

I, Maureen Bosking, City Clerk of the City of Lompoc, County of Santa Barbara, State of California, do hereby certify that the following resolution, proposed by Councilmember George Bedford, seconded by Councilmember Karl Braun, was duly passed and adopted by the Council of the City of Lompoc at a regular meeting thereof assembled this 16th day of September, 19 86, by the following vote, to-wit:

AYES: Councilmember: George Bedford, Karl Braun, Mayor Andrew Salazar.

NOES: Councilmember: John Bullock, William Mullins.

ABSENT: Councilmember: None.

( S E A L )

*Maureen Bosking*  
Maureen Bosking, City Clerk, City of Lompoc

WHEREAS, the City of Lompoc General Plan contains general goals and policies relating to early growth and development of the community which may be implemented in a variety of ways including the Specific Plan procedure as outlined by California State Law (State Government Code §65450 et. seq.); and

WHEREAS, the City Council has expressed its intent and purpose to provide the appropriate planning work to encourage development of a quality industrial park in the area of the City generally located north of Central Avenue, west of "V" Street, south of the Lompoc Airport, and east of "H" Street, and the Specific Plan procedure can be used for that purpose; and

WHEREAS, the California State Law requires specific plans to contain the following information:

1. The distribution, location, and extent of the uses of land, including Open Space, within the area covered by the Plan, to the proposed distribution, location, extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the Plan, and needed to support the land uses described within the Plan.
2. Standard and criteria by which the development will proceed and standards for the observation, development, and utilization of natural resources, where applicable, for a program of implementation measures including regulations, programs, public works projects, and financing measures; and

WHEREAS, the Specific Plan has been reviewed by the Planning Commission and the City Council, and public hearings were held by the Planning Commission on July 22, August 7, August 11, and August 26, 1986, and by the City Council on August 11, and September 2, 1986; and

WHEREAS, a final Environmental Impact Report on this Central Avenue Specific Plan was certified by the City Council by Resolution 3598(86) as complete and adequate pursuant to CEQA and Findings and a State of Overriding Considerations in accordance with Sections 15091 and 15093 of the State CEQA Guidelines have been made and set forth in Resolution 3599(86); and

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF LOMPOC DOES HEREBY RESOLVE AS FOLLOWS:

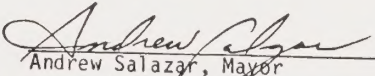
SECTION 1. The attached Specific Plan 86-01, designated as Exhibit "A" is hereby adopted to systematically implement the City of Lompoc General Plan and to provide development guidelines, policies, and regulations necessary to support quality industrial park development in that area of the City generally bounded by Central Avenue, "V" Street, the Lompoc Airport, and "H" Street.

SECTION 2. City Council supports its decisions to adopt the Specific Plan with the following findings:

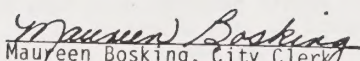
- A. The proposed Business Park development is consistent in intensity and character with the City's adopted General Plan.
- B. Reasonable alternatives to the plan and their implications have been considered.
- C. The scope and depth of environmental and policy analyses are commensurate with the level of detail contained in the plan and the specificity of land use entitlement its adoption authorizes.
- D. The various components of the plan, as well as the plan in its entirety, are sensitive to the environmental and public policy impacts of the proposed development.
- E. Appropriate mitigation measures are incorporated in the plan to insure that concerns identified at this level of planning are resolved as part of the more detailed Site Plan Review, which must be completed before private development may proceed.
- F. Administration of the plan is thoroughly integrated into the City's development processing system.
- G. All subjects required in a Specific Plan by the California Government Code and applicable City Ordinances are appropriately and adequately covered.
- H. Adequate time and opportunities have been afforded interested organizations and members of the public to comment on or propose changes to the plan, if they so desired.

SECTION 3. This resolution shall take effect upon adoption.

PASSED AND ADOPTED this 16th day of September, 1986.

  
Andrew Salazar, Mayor  
City of Lompoc

ATTEST:

  
Maureen Bosking, City Clerk  
City of Lompoc



CENTRAL AVENUE REGULATORY  
SPECIFIC PLAN

CITY OF LOMPOC, CALIFORNIA

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ACKNOWLEDGMENT

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## EXECUTIVE SUMMARY

This document constitutes the second phase of a three part planning effort, which began in 1984. The first phase entailed adoption by the City Council of a policy level plan to guide development in this 140 acre area until this document, the Regulatory Specific Plan, could be prepared and adopted. The third part of this planning effort, an Environmental Impact Report (EIR), sets the stage for efficient development plan processing and annexation of 40 acres to the City. The EIR has been published under separate cover.

Portions of this document have been adopted by ordinance in order to assure consistency of development and equity to developers and property owners applying for permits to develop.

These three documents constitute an integral part of the approved, on-going comprehensive planning program and ordinance update of the City of Lompoc.

The staff of the Lompoc Community Development Department are always available to assist the public in implementing this plan.

King Patrick Leonard, AICP  
Planning Director

Ray Severn, AICP  
Principal Planner/Project Manager



## II. INTRODUCTION

### A. Background and Purpose

The northern industrial area of the City of Lompoc will be encompassed by the "Central Avenue Specific Plan". The Specific Plan process will enable the City to stimulate economic growth and employment opportunities while providing quality development throughout the Specific Plan area. The Specific Plan addresses the concerns of the City Council, property owners, and the community at large while supporting the idea of unity through plans for roads, landscaping, and design guidelines for architecture and signage.

The adoption of the Specific Plan will establish the type, location, intensity, and character of development within the project area. The Specific Plan is a device used to implement the General Plan, however the Specific Plan is more detailed for a focused area.

### B. Project Description

The Central Avenue Specific Plan has been prepared for 130 acres consisting of various separate properties and public spaces/streets located along the north side of Central Avenue, west of "H" Street (State Highway 1). The planning area is bounded by Central Avenue to the south, "V" Street to the west, the Lompoc Airport to the north, and various commercial land uses on "H" Street, to the east (see Exhibit 1). The topography of the site is flat and slightly higher in elevation than Central Avenue.

All of the planning area is located within the City of Lompoc, except for a centrally located parcel of forty (40) acres, which is within the County of Santa Barbara. As shown in Exhibit 2, the City of Lompoc designated the area within the City as a PM (Planned Manufacturing) Zone. The City General Plan also designates the entire area as Planned Manufacturing. The County of Santa Barbara has designated the County area as AG-1-20 zoning, which allows single family residential units with a minimum lot size of twenty (20) acres. The County General Plan designates this area as "Industrial Park" (see Exhibit 2).

### C. Authority and Scope

The Central Avenue Specific Plan has been prepared pursuant to the provisions of the California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65451 through 65457.

The California Government Code authorizes jurisdictions to adopt the specific plans, by resolution as policy, or by ordinance as regulation. Hearings are required by both the Planning Commission and the City Council after which the specific plan is adopted by the City Council, and takes effect two weeks thereafter by resolution, or sixty (60) days thereafter if adopted by ordinance.

The Central Avenue Specific Plan is a regulatory plan which will serve as the zoning for the subject property. Proposed development plans, or agreements, tentative subdivision maps or parcel maps, and any other development approval must be consistent with the Specific Plan. Projects which are found consistent with the Specific Plan will be deemed consistent with the General Plan.



The intent of this Specific Plan is to provide a more concise development guide for the area. This Specific Plan will serve to implement the development of the approved policy plan within the bounds of the regulations adopted by ordinance.

#### D. California Environmental Quality Act Compliance

This Specific Plan was prepared in accordance with the California Environmental Quality Act (CEQA). The required Initial Study and Notice of Determination has been prepared (see Attachment A). It has been determined that this project may have significant environmental impacts and, therefore, an Environmental Impact Report (EIR) is warranted. The EIR has been prepared to respond to the proposed land use plan. The plan will guide and control future development projects, site plans, tentative subdivision maps, parcel maps, and any other development processed in conformance with the Specific Plan. No further environmental documentation except, in special cases, only very focused environmental analysis and action as documented in Section 15182 of the CEQA Guidelines, need be undertaken until such time as criteria changes.

#### E. Issues, Opportunities, and Constraints

Based on consultant and staff research and experience, meetings with interested and affected groups and individuals, and preliminary City Council and Planning Commission hearings, the following opportunities and constraints have been identified for various land use issues.

1. ISSUE: Overall Land Use Concept  
What basic land use concept should guide development?  
OPPORTUNITY: The achievement of a prime industrial park development for the City.  
CONSTRAINT: The possibility of allowing unwise commercial development into a large vacant area which could preclude the development of an industrial park.
2. ISSUE: Uses  
What uses should be allowed and which should be prohibited?  
OPPORTUNITY: The City has the opportunity, with the use of a Specific Plan as part of an Overall Economic Development Program, to attract and enhance development of uses with high job creation potential.  
CONSTRAINT: If efforts to the contrary are not made, highest and best use consideration on a parcel by parcel basis may not result in the maximization of job creation.

3. ISSUE: Parcel Size

What are the appropriate parcel sizes to be encouraged/allowed?

OPPORTUNITY: Determination of appropriate parcel sizes will ultimately be made according to the development demands. As a direction for related goals, objectives, and policies a preliminary mix of large and small parcel sizes may be desirable. Central Avenue shall be encouraged to remain and develop in large parcels. Minimum parcel sizes could be two (2) acres. All proposed subdivisions of less than 10 acres will require the concurrent approval of a development plan.

CONSTRAINT: Unless otherwise considered, a random pattern of different lot sizes could be developed.

4. ISSUE: Airport

How can development be integrated with the airport?

OPPORTUNITY: A taxiway and apron can easily be installed south of the present runway to enhance and accommodate future industrial proposals immediately south of the airport.

CONSTRAINT: Care and coordination must be taken to ensure that any development of an Airport Master Plan includes the necessary planning for this opportunity.

5. ISSUE: Quality

What amount and type of visual and design improvements are appropriate?

OPPORTUNITY: Because of the lack of development in the area, special architectural, site plan, and landscape standards can be applied to future development. Consistent application of such standards will result in an aesthetically pleasing park and source of community pride.

CONSTRAINT: Inconsistent application of design standards will result in the probable inhibition of park buildout and a less than desirable aesthetic park character.



6. ISSUE: Jurisdiction
- How can the remaining County area be annexed to the City?
- OPPORTUNITY: By the City's initiation and support of this Specific Plan, advance planning for the County area can be accomplished, hopefully expediting and enhancing any annexation efforts.
- CONSTRAINT: The Specific Plan must emphasize flexibility in guiding development so that a desirable annexation proposal, if proposed, would not be hindered.
7. ISSUE: Guidance for Development
- How can development project guidance be provided in both the short and long terms?
- OPPORTUNITY: Adoption of this Specific Plan includes the immediate adoption and implementation of the interim Development Policies for development review purposes. This will serve to guide development in the short term. Consistent efforts to carry out the complete implementation programs will provide for effective long term development guidance.
- CONSTRAINT: Inconsistent or partial accomplishment of the complete implementation program may result in less than successful realization of City goals.
8. ISSUE: Public Facilities
- What public infrastructure improvements are necessary and how can they be financed?
- OPPORTUNITY: The City is fortunate in the fact that most, if not all, public infrastructure improvements are already available to, or can be easily extended to, the Central Avenue Specific Plan area. Additionally, the City has embraced a public-private partnership approach to resolving community concerns which should help to accomplish the use of various financial aid mechanisms. This Specific Plan identifies public infrastructure needs and lists potential financial aid mechanisms.
9. ISSUE: Overall Circulation Concept
- What basic circulation back system should be established?
- OPPORTUNITY: Because of a lack of existing development, it is possible to create a meandering through street, parallel to Central Avenue, that would serve as the main industrial arterial through the business park, create, by its location, a mix of both small and large parcel sizes, and an aesthetically pleasing design appearance.

10. ISSUE: How can both vehicular access and small plane access between the business park be provided?
- OPPORTUNITY: A vehicular access may be possible at the eastern end of the airport. This access could be for service vehicles only (trucks, emergency service). This access could be controlled by the use of a gate. Taxiways could also be used on a limited basis by service vehicles.

### III. LAND USE PLAN

#### A. Goals, Objectives, and Policies

The following section contains a reiteration of the land use issues for the Specific Plan area with a statement of the goals, objectives, and policies to guide the direction of the planning area.

1. ISSUE: Overall Concept

What basic land use concept should guide development?

GOAL: To achieve the best possible land use for the Specific Plan area with greatest consideration given to employment generation and economic growth.

OBJECTIVES:

- 1.1 Achieve subdivision designs consistent with the Specific Plan area.
- 1.2 Promote a Business Park/industrial/support commercial environment that balances quality development with economic growth.
- 1.3 Build flexibility into the development concept to ensure maximum response to market demand.
- 1.4 Keep the City's options open to attract firms with medium to large site requirements.

POLICIES:

- 1. Encourage, primarily, employment generating industrial/business park uses for the entire planning area with limited support commercial, i.e., mixed uses.
- 2. Utilize site plan review as a means of authorizing the maximum and best use of each parcel of land allowed by the Specific Plan.
- 3. Allow mixed use areas to vary in size and location, so long as they are along Airport Center Drive.

2. ISSUE: Uses

What uses should be allowed and which should be prohibited?

GOAL: Allow a wide range of uses that achieve compatibility and reflect the needs of the community.

OBJECTIVES:

- 2.1 Establish zoning designations with development standards that lead to efficient use of available space.
- 2.2 Establish uses which are compatible with contemporary business park high development standards.
- 2.3 Approve uses currently permitted in the PM and CM Zone with the exception of those commercial uses operating primarily for the public at large, but allowing for those that must be in an industrial park area by virtue of land requirements or their unsuitability in commercial zones.
- 2.4 Avoid intensive or unsightly uses which would be an impediment to research or industrial users with high employment characteristics.

POLICIES:

- 1. Include responsiveness to design guidelines as a major consideration in site plan review and approval.
- 2. Approve uses under the existing PM Zone, which can be contained in contemporary industrial buildings without extensive and unsightly outside storage.
- 3. Provide particularly thorough Architectural Review of proposed projects along Central Avenue.

3. ISSUE: Parcel Size

What are the appropriate parcel sizes to be encouraged/allowed?

GOAL: To achieve efficient parcel sizes and lot relationships.

OBJECTIVES:

- 3.1 Establish site development incentives which stimulate site plan coordination and efficient parcelization.
- 3.2 Avoid subdivision activity which precludes large and medium sized building sites.
- 3.3 Achieve a range of parcel sizes to accommodate a mix of uses proposed in the plan.



POLICIES:

1. Proposed subdivisions will be required to have an accompanying Development Plan in order to be processed.
2. A mix of both large and small parcels will be considered so long as the small parcels (approximately 2 acres) are located away from Central Avenue.

4. ISSUE: Airport

How can development be integrated with the airport?

GOAL: Achieve integration of the airport and future adjacent business park development.

OBJECTIVE:

- 4.1 Achieve coordinated planning and development along the common boundary between the airport and the Specific Plan area.

POLICIES:

1. Coordinate and encourage development of the Specific Plan area with the present and future airport activities.
2. Encourage the design of projects along the common boundary west of the facility to include direct aircraft access.

5. ISSUE: Quality

What amount and type of visual and design improvements are appropriate?

GOAL: To ensure a quality appearance and "identity" for the project area with consistent design and visual improvements.

OBJECTIVES:

- 5.1 Ensure consistent building elevations and materials
- 5.2 Prevent visible outside storage.
- 5.3 Establish unifying, contemporary landscape treatment throughout the area, but without excessive cost.
- 5.4 Achieve an overall positive identity for the Specific Plan area.

POLICIES:

1. Require adherence to design guidelines in the Specific Plan area for all development.
2. Incorporate project design review into the existing Architectural Review Process.

3. Ensure special design treatment along Central Avenue by requiring special landscape, hardscape, and building design conditions (like use of concrete tilt-up building type) as part of any development proposal.

6. ISSUE: Jurisdiction

How can the remaining County area be annexed to the City?

GOAL: Annex all the property in the Specific Plan area to the City of Lompoc.

OBJECTIVE:

- 6.1 To place all County property in the Specific Plan area under City development control.

POLICY:

1. Work with the owner of remaining County territory to begin proceedings with LAFCO for annexation into the City of Lompoc.

7. ISSUE: Guidance

How can development project guidance be provided in both the short and long terms?

GOAL: To provide consistent development guidance for development phases, including those underway prior to adoption of a regulatory Specific Plan.

OBJECTIVES:

- 7.1 Prevention of future incompatibility as new development occurs.
- 7.2 Use of design guidelines and site development standards to achieve acceptable quality of future development.
- 7.3 Elimination of potential conflicts between uses.

POLICY:

1. Apply policies and design guidelines in this plan to project review until a Regulatory Specific Plan is adopted.

8. ISSUE: Public Facilities

What public infrastructure improvements are necessary and how can they be financed?

GOAL: To have adequate facilities for the Specific Plan development area.

OBJECTIVE:

- 8.1 To provide water, sewer, and road facilities to adequately serve the land uses which will range in intensity.

POLICIES:

1. The City will assist in partial financing of the infrastructure requirements as incentive for development within the Specific Plan area.
2. An assessment district will be formed as a means of fulfilling infrastructure requirements.
3. Some of the infrastructure requirements will be direct developer costs as conditions of development approval.

B. Development Plan

The Goals, Objectives, and Policies of the Land Use Plan provide the rationale for the development regulations found in Section V herein.

The project development plan is the result of thorough site analysis and research. As a result of this, the plan resolves, as much as possible, development and development related issues, in the form of proposed physical improvements, guidelines for future development, technical information, and regulations.

In recognizing the major development issues, the landowners objectives, and the City's concerns, a set of development plan goals can be established:

1. Create a high quality industrial/business park development that will boost the employment base of the City.
2. Provide a balanced range of land uses, anticipating current and future demands with a range of opportunities.
3. Establish land uses in a manner sensitive to the airport, existing and proposed subdivisions, and overall community requirements.
4. Achieve continuity in design and a sense of identity within the Specific Plan area.
5. Provide a circulation system designed to facilitate industrial/business park functions and through traffic movements.
6. Provide necessary public facilities, utilities, and services in an economical manner.
7. Respond to the market economy by allowing flexibility of land uses.

These goals, along with the land use issues previously discussed, provide the framework around which the Central Avenue Specific Plan is designed.



The land use designations used within the Specific Plan area are called out as "Mixed Use Center" and "Business Park". These land use designations identify uses that complement and support one another. The locations of the land uses are delineated on Exhibit 3.

In preparation of the regulatory plan, three land use alternatives were considered. Based on this exercise, a preferred alternative was derived. The preferred project alternative provides a total of ten (10) net acres designated Mixed Use Center and ninety (90) net acres devoted to Business Park. The Business Park designation would be further broken down to fifty (50%) percent office use, and fifty (50%) percent industrial type uses.

### C. Utilities and Services Plan

The accompanying Environmental Impact Report (EIR) for the Central Avenue Specific Plan includes a complete analysis of public utilities and services for the project site. The following is a summary of existing facilities and services, and any additional facilities/services required for project completion.

#### 1. Water

Water for the City of Lompoc is obtained from a well system, which taps into the Lompoc groundwater basin.

The City of Lompoc Water Department distributes water via a system of six wells, a treatment plant, two reservoirs, and water mains ranging in size from two (2) inches to fourteen (14) inches. There are existing twelve (12) inch water mains located along Central Avenue, from beyond the eastern property boundary to "O" Street, from that point there are ten (10) inch water mains, which extend north of Central Avenue along "V" Street for a distance of approximately 785 feet.

New development areas will be required by the City to install on-site water mains, which must connect to existing water mains in Central Avenue. The installation will be developer financed.

#### 2. Sewer

The City of Lompoc provides wastewater collection, treatment, and disposal for the entire City. There is a ten (10) foot sewer line, which flows in a westerly direction along Central Avenue from beyond "H" Street to "O" Street. At "O" Street the sewer line becomes a ten (10) foot line and continues to flow in a westerly direction beyond "V" Street.

Wastewater treatment for the Lompoc area is performed at the Lompoc Regional Wastewater Treatment Plant, located in the northwest corner of the City near the Santa Ynez River (approximately 1400 feet west of the project area).

It is estimated that the wastewater treatment plant would not be significantly impacted by the additional wastewater generated by this project. However, if expansion of sewage lines is required, the cost will be financed by the developer.

### 3. Storm Drainage

There is an existing storm drain located along Central Avenue, which extends from "V" Street to a point approximately halfway between "O" and "H" Streets. There is also a drainage channel, the San Miguelito Channel, which lies along "V" Street to a point just north of the intersection at Central Avenue where it extends in a northwesterly direction to the Santa Ynez River.

The existing storm drain located along Central Avenue is capable of accommodating the entire project area, with the exception of the property located at the northeast corner of "V" Street and Central Avenue. This area will drain directly into the San Miguelito Channel. As indicated by the City's Engineering Department, there should be no significant impact on the existing storm drainage facilities as a result of project implementation.

### 4. Electricity

The City of Lompoc owns and operates its electric utility system. The City purchases its power from the Northern California Power Agency and Western Area Power Administration at Lompoc electrical receiving station. There are existing 12 KV overhead lines located along "O" Street and Central Avenue. There are also electrical facilities located at the northeast corner of "L" Street and Central Avenue.

It is not anticipated that implementation of the Specific Plan will have significant impact on electrical serviceability. The developer will be responsible for the cost of all on-site and off-site improvements to the project area.

### 5. Natural Gas

The Southern California Gas Company is the distributor of natural gas within Santa Barbara County. Currently, there is an existing four (4) inch gas distribution main located on "V" Street, and on Central Avenue west of "V" Street. The Southern California Gas Company has indicated that it could provide services for the development, through existing facilities, without significant impact.

### 6. Telephone

The General Telephone Company of California (GTE) currently provides service to the City of Lompoc. Existing telephone lines are located along "V" Street, north of Central Avenue.

GTE has indicated that there would be no significant impact in providing telephone services to the proposed project area.

### 7. Solid Waste Disposal

The City of Lompoc is responsible for all solid waste collection within the City limits, and the operation of the City's landfill. The City has indicated that implementation of the proposed Specific Plan should not adversely impact the City's ability to provide an adequate level of solid waste collection service.

## 8. Police Protection

A portion of the project site is currently within the Santa Barbara County Sheriff's jurisdiction. Police protection services are provided by the Lompoc Police Department, located at 107 Civic Center Plaza. As indicated by the Lompoc Police Department, there should be no significant impact to the police protection services provided by the Department, as a result of Specific Plan implementation.

## 9. Fire Protection

The Lompoc Fire Department provides fire protection services within the City of Lompoc. There are two fire stations located in the City: Station No. 1, located at 115 South "G" Street; and, Station No. 2, which is nearest to the project area, is located at 1100 North "D" Street. As indicated by the City's Fire Department, there should be no significant impact to the fire protection services provided by the Department as a result of project implementation.

# IV. CIRCULATION PLAN

## A. Goals, Objectives, and Policies

The following statements represent the basic goals and objectives from which the Circulation Plan was derived.

### 1. ISSUE: Overall Concept

What basic circulation backbone system should be established?

GOALS: To provide an efficient internal circulation system which will alleviate project-related traffic impacts on Central Avenue and "H" Street.

To ensure that the project's circulation systems is an integral component of the City's overall circulation plan.

### OBJECTIVES:

- 1.1 Provide street layouts and designs, which are not static and boring, and present a sense of quality in their design.
- 1.2 Plan a street system which considers safety features, economy of construction, convenience, and economy of use in its design.
- 1.3 Provide a street system that is comprehensive enough to provide a variety of lot sizes and configurations that are accessible.
- 1.4 Maintain or improve existing levels of service.
- 1.5 Provide a street system that fits with surrounding developments.



2. ISSUE: Street Classifications

What arterial classifications are appropriate to serve the area?

GOAL: To ensure that streets are classified, designed and constructed according to the land uses and traffic volumes they are intended to serve.

OBJECTIVES:

- 2.1 Provide an east-west oriented major industrial street as the backbone of the internal circulation system.
- 2.2 Provide minor industrial north-south streets to provide access to Central Avenue and the airport.

POLICIES:

- 1. Use a modified street section for the major route.
- 2. Use conventional street sections for minor routes.

3. ISSUE: Parking

How much parking and loading are required and how should the necessary facilities be provided?

GOAL: To ensure adequate parking and loading facilities.

OBJECTIVES:

- 3.1 Encourage shared parking wherever feasible.
- 3.2 Provide adequate employee parking near the place of employment.
- 3.3 Provide adequate customer parking on-site.
- 3.4 Provide convenient loading which does not cause safety or access problems.

POLICIES:

- 1. Encourage consolidated parking in new development.
- 2. Where space permits, promote excess private parking for lease by businesses off-site.
- 3. Provide the opportunity for coordinated management of parking/loading areas.
- 4. Incorporate loading bays into selected north/south street rights-of-way where sufficient space for shared loading can be provided.

4. ISSUE: Airport Connections

How can both vehicular and small plane access between the airport and the business park be provided?

GOAL: To ensure access to the airport for all businesses located within the Specific Plan.

OBJECTIVES:

- 4.1 Provide direct aircraft access for businesses located adjacent to the airport.
- 4.2 Provide indirect loading access for businesses not located adjacent to the airport.
- 4.3 Provide temporary road access from within the Specific Plan area to the airport terminal.

POLICIES:

- 1. Encourage construction of a new taxiway south of the runway.
- 2. Allow direct aircraft movement between developed parcels and the taxiway.
- 3. Design aircraft loading bays at the end of north-south streets.
- 4. Control vehicular airport access in anticipation of its eventually being phased out.

B. Circulation Plan

The Circulation Plan establishes the layout of circulation and design standards for the project circulation. The proposed arterial network responds to and meets future traffic needs by providing easy access for commercial and industrial land uses. The land use patterns are conveniently laid-out to be served along the central backbone roadway system.

The proposed circulation system is shown in Exhibit 3. The development of the Central Avenue Specific Plan will result in more traffic at peak periods at the intersections of Central Avenue and "V", "O", "L", and "H" Streets. This increase in traffic could impact operation of service levels along Central Avenue without property mitigation. To alleviate anticipated traffic congestion, Central Avenue should be built-out to one hundred-ten (110) feet wide with a four (4) foot wide median strip. A raised divider should be constructed down the center of Central Avenue between "H" Street and "V" Street. The materials for this separator should consist of flush, stamped concrete with trees interspersed every fifty (50) feet. This will satisfy safety requirements and reduce the cost of maintenance.

The streets are classified as major and minor industrial streets, generally in accordance with the City's Standards for street design. The major industrial street (Airport Center Drive) would form the major backbone for carrying through traffic from the existing industrial development to Central Avenue as well as interconnect the proposed Mixed Use Centers. This street section would have eight-four (84) feet of right-of-way and would include sixty-four (64) feet of pavement. A six (6) foot wide sidewalk and four (4) foot parkway would parallel the north side of Airport Center Drive and a ten (10) foot wide easement along the south side would be dedicated as a public services easement in which utilities could be located.

"L" Street, "O" Street, and "V" Street are designated as minor industrial streets with a sixty-four (64) foot right-of-way including a six (6) foot sidewalk and four (4) foot parkway along both sides of the forty-four (44) foot pavement. The sidewalks should meander along the major and minor industrial streets, except that where driveways or intersections occur, the sidewalk should meet the curb.

### C. Transportation Systems Management

There are several methods which are encouraged to alleviate vehicular congestion internally. Within the project area, private driveways are encouraged to connect adjoining developments to help reduce traffic on the internal streets.

This is especially important for those uses in the central portion of the development along the major interior backbone street (Airport Center Drive). Common drives should be utilized with the recordation of easements to guarantee common access and maintenance. Larger sized parcels (5 acres or greater) may contain separate access for reasons of security and convenience so long as access to adjacent parcels is not impaired.

Bus stops will be located at strategic locations on the perimeter of the site to reinforce public access and mitigate peak traffic flows. They will be designed to avoid blockage of through traffic by means of turnouts. Specifications, number and location will be in accordance with agreements between the City of Lompoc and the Transit District.

On-site parking will be provided as set forth in Section 8850 through Section 8858 of the City's Parking Regulations.

Pooled parking - each use may provide a percentage of its total parking requirement in pooled parking areas. It will be necessary for each use to provide all of its parking on-site. Pooled parking spaces should not be located more than three hundred (300) feet from the building they are intended to serve.

Linkages - parking areas will be required to provide vehicular and pedestrian linkages as a unifying element and to provide overlap between uses.



Access to the Lompoc Airport located to the north of the subject property, will be provided to all businesses within the Specific Plan by providing loading bays adjacent to the airport taxiway at the northerly end of Barton Avenue, "O" Street, and "L" Street. The airport taxiway will be extended to run parallel to the areas northern boundary from "V" Street to "O" Street, providing direct access to aircraft from buildings adjacent to the taxiway. In addition, temporary limited road access will be available from businesses within the Specific Plan to the airport terminal.

## V. DEVELOPMENT REGULATIONS

For the purpose of adoption by the City Council, this section has been codified according to the City's Zoning Ordinance Section format for insertion into the City's Zoning Ordinance.

### ARTICLE 12A. CENTRAL AVENUE SPECIFIC PLAN DISTRICT

#### Section 8450. Purpose and Intent

These regulations will serve as the primary mechanism for implementation of the Central Avenue Specific Plan. The regulations contained herein provide the flexibility to anticipate future needs and to achieve compatibility between land uses. Principal land use designations for the Specific Plan shall be as follows:

- ° Business Park
- ° Mixed Use Center

#### Section 8451. Business Park Permitted Uses

This land use category is intended to accommodate a wide range of contemporary industrial businesses including:

Light Industrial;  
Manufacturing;  
Administrative Offices;  
Research and Development;  
Wholesale, Warehousing, and Storage;  
Accessory, Incidental, and Secondary uses.

This use category is intended for businesses that provide high primary employment and environmental compatibility with surrounding uses. It is the intent of the City to have primary users share common building complexes with common sign programs, building architecture, utility networks, and landscape areas in concurrently planned developments. However, primary Business Park users may develop individually on individual lots. This is the largest land use category within the Specific Plan area and the permitted uses are listed as follows:

#### 1. Industrial activities, processing and services related to:

Materials Processing in Space  
Newspaper publishing  
Printing, lithography  
Remote Sensing  
Satellite Communications  
Space Launch Services  
Space on-orbit Services  
Food Processing  
Laboratory (Chemical or Scientific)  
Motion Picture, Television, and Radio productions

2. Manufacturing, assembly and repair of:

Aerospace and Aeronautical Systems and Components  
Business Machine Equipment  
Ceramic Products  
Communication Transmission and Reception Equipment  
Control Equipment and Systems  
Data Processing Equipment and Systems  
Electrical Appliances  
Electronic Instruments, Devices and Components  
Furniture and Furnishings for Home, Business, or Office use  
Glass Edging, Beveling, and Silvering  
Graphics and Art Equipment  
Optical Devices, Equipment and Systems  
Pharmaceutical Products and Supplies  
Radios, Televisions and related Components  
Scientific and Mechanical Equipment  
Sound Equipment and Supplies  
Bakery (Wholesale)  
Boat Building and Repairs  
Bottling Plants  
Cabinet Shop  
Garment Manufacturing  
Ice and Cold Storage Plant  
Machine Shop  
Sheetmetal Shop  
Sign Manufacturing

3. Administrative Offices, including:

Administration and Executive Offices  
Corporate Business Offices  
Industrial Design, Industrial Engineering Offices  
Public Utility Offices  
Research Offices  
Regional Insurance Offices

4. Research and Development Facilities, including:

Aerospace/Aeronautical Activities  
Commercial or Vocational Trade School  
Environmental Control Activities  
Medical/Dentistry Research Laboratories and Facilities

5. Wholesaling, Warehousing, and Storage Uses, including:

Wholesaling and warehousing facilities  
Distribution agencies  
Industrial service and supply facilities  
Contractors office and storage

6. Accessory, Incidental, and Secondary Uses

Outdoor Storage - provided the storage area is properly screened with walls and landscaping and doesn't contain more than fifty (50%) percent of the primary use site area.

Retail Commercial Uses - provided that the retail floor area does not exceed fifteen (15%) of the gross floor area of the primary use, or exceed 1500 square feet whichever is smaller.

Oil drilling, extraction and related activities provided adequate visual screening, in a manner compatible with surrounding development, is established.

Truck Loading, Parking, and Servicing - provided the area is properly screened with walls and landscaping and doesn't contain more than twenty-five (25%) percent of the primary use site area.

Offices - provided the floor area does not exceed twenty (20%) percent of the gross floor area of the gross floor area of the primary use.

#### Section 8452. Mixed Use Center(s): Permitted Uses

This land use category is intended to accommodate those Commercial uses that are complimentary, compatible, and supportive of the Business Park and is expressly intended to serve only the needs of the businesses and workers of the business park. Appropriate uses include:

Advertising Agencies  
Art and Photographic Studios  
Auto Rental Agencies  
Blueprint and Photocopy Services  
Clerical and Secretarial Services  
Health Spas, Gyms  
Office Machine, Equipment, Supplies and Stationery Stores  
Office and Machine Servicing  
Restaurants  
Telephone Answering Service  
Travel Agencies

#### Section 8453. General Provisions

1. All construction and development within the Specific Plan area shall comply with applicable provisions of the Uniform Building Code and the various related mechanical, electrical, plumbing codes, grading and excavation code, and the Subdivision Ordinance and Zoning Ordinance, as currently adopted by the City Council. In case of a conflict between the specific provisions of any such code or ordinance and this Specific Plan, the provisions of the Specific Plan shall prevail, except that when the conflict involves the provisions of the building code or any ordinance having as its purpose and intent the protection of public safety, the provision relating to safety shall prevail.



2. The setback requirements are as specified. All setbacks shall be determined as the perpendicular distance from the existing or planned street right-of-way line, or property line, to the foundation point of the closest structure.
3. If an issue, condition or situation arises or occurs that is not sufficiently covered or provided for or to be clearly understandable, those regulations of the City Zoning Ordinance that are applicable for the most similar issue, condition, or situation shall be used by the Planning Director as a guideline to resolve the unclear issue, condition, or situation. This provision shall not be used to permit uses or procedures not specifically authorized by this Specific Plan or the Zoning Ordinance.
4. This Specific Plan may be amended in accordance with the procedures of State law, as set forth in Government Code Section 65453 et. seq. Each amendment shall include all sections or portions of the Specific Plan that are affected by the change. An amendment may be initiated by the City Council. Any such amendment requested by a property owner shall be subject to current City Policy and Procedures.
5. Whenever a use has not been specifically listed as a permitted use in a particular zone classification within the Specific Plan, it may be allowed pursuant to a determination made in accordance with Section 8921 of the Zoning Ordinance.
6. Exceptions to height limitations contained in the District Regulations apply only to antennas, chimneys or other architectural appurtenances required for the screening of rooftop equipment.

#### Section 8454. Specific Development Provisions

##### Section 8454.1 Site Development Standards

- A. Any proposed subdivision creating parcels of less than ten (10) acres must be accompanied by a concurrent development plan application. A parcel of less than ten (10) acres may be created without a concurrent development plan.
- B. Building Site Area: The minimum building site, or parcel size, shall be two (2) acres. Smaller building sites may be considered for financial management or condominium purposes provided those sites comply with approved development plans that consider a minimum development plan area of at least two acres for an overall site.
- C. Minimum lot depth: No minimum
- D. Minimum lot width: 150' along a street frontage
- E. Building heights: Building heights shall be subject to the limitation imposed by the Federal Aviation Administration Part 77 of the Federal Aviation Regulations which governs the flight patterns of the Lompoc Airport. In accordance with these regulations, the transitional slope surface extends from the edge of the primary surface at a slope of 7:1 Central Avenue Specific Plan area shall have an overall maximum permitted height limit of thirty-five (35) feet with a maximum of eighteen (18') feet at the northerly boundary of the Specific Plan area increasing at a 7:1 ration to a maximum of thirty-five (35') feet.

F. Parking: Requirements of the current City Parking Ordinance (Lompoc City Code Section 8850 et. seq.) shall apply except for the following more specific requirement:

1. No more than fifty (50%) percent of the required parking spaces in the Mixed Use Center shall be designed for compact cars with a minimum parking stall of 8' by 18', with a maximum two (2') foot overhang.

G. Setbacks:

1. Central Avenue - Building setback and Parking setback of 10'.
2. Airport Center Drive - A ten (10') foot building setback and a five (5') foot parking setback is required.
3. All other streets - A ten (10') foot building setback and a five (5') foot parking setback is required.

All Parking setbacks must be landscaped.

All other major Specific Plan streets shall have a minimum building setback of twenty (20') feet.

Within parking lots and along parking drives, the minimum setback shall be five (5') feet.

#### Section 8454.2 Waste Disposal

- A. No waste material or refuse shall be dumped, placed, or allowed to remain on the property outside a permanent structure.
- B. Industrial waste disposal shall be in accordance with all local codes and ordinances.
- C. Trash receptacles shall be provided for each project as specified by the Planning Department under Design Review.

#### Section 8454.3 Landscaping and Exterior Design Elements

The landscape concept is essential in achieving a unified development character for the project area. This character is reinforced throughout the coordinated design and choice of landscape and paving materials, with an emphasis on special design elements. To achieve the desired uniformity, regulations are required for the following categories: streetscapes, project edges, entries, landscape materials and hardscape design elements.

The regulations provided herein delineate a consistency of design between the ultimate development pattern and phased increments. As phases are implemented, landscape plans shall be designed consistent with these concepts. The regulations for implementation are described in the following:

#### A. Streetscapes

##### 1. Landscaping off-site adjacent to surrounding arterials.

A landscaped edge will be maintained adjacent to surrounding arterials in order to create a unifying element along the periphery of the project area. This edge will provide informal tree plantings with shrubbery along all project edges and intersections. The width of this landscape edge will vary with the adjacent street. (Reference Section 8454.1.G).

Recommended plant materials within these streetscapes include the following:

|               |                        |                      |
|---------------|------------------------|----------------------|
| Trees:        | Podocarpus gracilior   | - Fern Pine          |
|               | Tristania conferta     | - Brisbane Box       |
|               | Pinus canariensis      | - Canary Island Pine |
|               | Albizia julibrissin    | - Silk Tree          |
| Groundcovers: | Turf                   |                      |
|               | Rosemarinus            |                      |
|               | officinalis Prostratus | - Dwarf Rosemary     |
|               | Lantana sp.            | - Trailing Lantana   |

##### 2. Landscape on-site adjacent to internal roadways.

To provide a unifying element within the project boundaries, the following streetscape regulations shall be implemented. The Primary arterial (Airport Center Drive) and secondary streets which provide the major access to the Business Park, shall be landscaped in a formal urban arrangement. Consistency will be achieved by landscaping with a singular tree species to identify each roadway as the primary circulation feature.

All internal streets shall maintain a landscape strip between the curb and parking or building edge. This area shall be planted with trees, and shrubs along the parking lot edges. Project entries shall be planted with shrub species indential to adjacent street edges.

Recommended plant materials are as follows:

Trees: Metrosideros excelsa - New Zealand Christmas Tree  
(approximately one tree per 30 linear feet of street frontage, not including drives.)



*Pinus canariensis* - Canary Island Pine  
(Approximately one tree per 20 linear feet on street frontage, not including drives), as approved by City staff. Site restriction at some locations may require the use of other plant materials, subject to the approval of City staff).

*Platanus acerifolia* - London Plane Tree (Approximately one tree per 30 linear feet of street frontage, not including drives, or triangulate spacing at 25 feet on center in groups).

Shrubs: *Raphiolepis indica* - India Hawthorn

Groundcover: Turf  
*Potentilla verna* - Spring Cinqufoil  
*Fragaria chiloensis* - Wild Strawberry

## B. Project Edges

The edge buffer of the Central Avenue Specific Plan area shall consist of a dense, informal planting of trees in a minimum 20 foot landscape strip. This landscape buffer should be measured from the face of the curb and should be a minimum of twenty (20') feet wide. The "V" Street landscape buffer should also be measured from the face of the curb and should be a minimum of fifteen (15') feet wide, including a six (6') foot wide sidewalk. This consistently landscaped edge will identify the boundaries of the area and will provide a buffer or transition between the Business Park and surrounding land uses. Permanent groundcover will be established below trees.

Recommended plant materials for typical edge buffers are as follows:

Trees: *Tristania conferta* - Brisbane Box  
Shrubs: *Nerium oleander* - Oleander  
Groundcover: *Asparagus sprengeri* - Asparagus

## C. Project Entries

The entries to Central Avenue Specific Plan Area are the focus of the project and shall be special accent points that announce the entry and establish the identity of the project.

Recommended plant materials are as follows:

Tree: *Albizia julibrissin* - Silk Tree  
Shrubs: *Pittosporum tobira variegata* - Tobira  
*Raphiolepis indica* "Pink Lady" - India Hawthorn  
*Hemerocallis* sp. - Day Lily  
*Agapanthus africanus* - Lily of The Nile

### 1. Accent Trees

Large scale canopy flowering trees will be utilized at specific project entries to highlight and provide an entry gateway at project sites.

## Recommended plant materials

Trees:            *Albizia julibrissin*    - Silk Tree  
                  *Eucalyptus ficifolia*    - Red Flowering Gum

### 2. Special Paving

Special/enhanced, paving may be utilized and is encouraged at project entries. The special paving will highlight the entry by providing a visual and textural contrast to the surrounding paving materials.

### 3. Berming

Berming or raised, mounded landscaped areas shall be incorporated into the design of the project areas. Berming will be placed at visually safe distances from intersections to further accent project entries.

## D. Landscape Materials

In addition to those already specified, the following shrubs, ground covers, and lawn shall be incorporated into the project site where appropriate. Alternative choices are encouraged but are subject to approval.

### 1. Shrubs

Shrubs shall be used for screening of parking areas and for special effects at entries and around buildings. Shrubs of like species should be used in large masses to avoid a spotty, disconnected ground plane.

|                                    |                   |
|------------------------------------|-------------------|
| <i>Carissa grandiflora</i>         | - Natal Plum      |
| <i>Hemerocallis</i> sp.            | - Day Lily        |
| <i>Ligustrum japonicum</i>         | - Japanese Privet |
| <i>Pittosporum tobira</i> sp.      | - Mock Orange     |
| <i>Raphiolepis indica</i>          | - India Hawthorn  |
| <i>Trachelospermum jasminoides</i> | - Star Jasmine    |
| * <i>Xylosma congestum</i>         | - Shiny Xylosma   |

### 2. Groundcovers

For use in planting beds, the following are easy to maintain and can be used to complement lawn areas.

|                              |                    |
|------------------------------|--------------------|
| <i>Hedera helix</i>          | - "Hahn's" Ivy     |
| <i>Hypericum caryocarpum</i> | - Aaron's Beard    |
| <i>Fragaria chiloensis</i>   | - Wild Strawberry  |
| <i>Vinca minor</i>           | - Dwarf Periwinkle |

## E. Hardscape Design Elements

Incorporated into the overall design for the Mixed Use areas or transitional zones will be hardscape elements. Those features shall include but are not limited to: light fixtures, bollards, benches, trash receptacles, planters, and bus shelters. A coordinated and consistent visual and physical connection can be achieved between buildings and landscaping materials through the creative use of hardscape elements (where appropriate).

All materials utilized for walls, fences, paving, lighting, and street furniture shall be coordinated with and complimentary to architectural design details and materials. Some building materials that may be used as hardscape elements are specified below:

### 1. Walls and Fences

- Brick and Block

- Concrete: Textured, brushed, hammered, rock salt, sandblasted, integral color in earth tones preferably reds)

- Stucco: Integral or painted color (the same as, or compatible with, the building color) with brightly colored tile insets.

### 2. Paving Paving within the Public Rights-of-Way should be the same throughout the Business Park and may be varied within private property.

- Paving brick with bands of concrete, integrally colored, rock salt, exposed aggregate finish

- Paving brick tile

- Textured concrete

- Precast rough-textured pavers, integrally colored

- Quarry tile in earth tones

- Rough textured granite

- Rough textured marble

- River washed stones/cobblestones

### 3. Lighting

- Exterior building lighting (spot or flood lights concealed in landscaping).

- On-site road/parking light standards

- Pedestrian pathways (bollard lights)



- Landscape lighting (spot or flood lights concealed in landscaping).
- Signage lighting (self-contained or concealed in landscaping)
  
- Orientation of all lighting shall be located so that there will be no adverse impacts on airport operations and minimal illumination of the night sky on surrounding businesses and residential areas.

#### Section 8454.4. Signs.

Signage: Requirements of the current City Sign Ordinance (Lompoc City Code Section 8840 et. seq.) shall apply except for the following more specific Business Park purposes, standards, and regulatory provisions:

The overall goal for implementation of the sign program is to be compatible with the visual image and architectural design within the Specific Plan site. To achieve this goal, there will a consistent design for all signs except Individual Business Signs.

Signage for individual buildings shall not be allowed to conflict or interfere visually with other signage.

Signage shall contain only that information necessary to identify the primary elements on the lot on which the signs are located.

#### A. General Provisions

1. No sign shall be installed or constructed until it has been approved in accordance with the provisions of this Specific Plan.
2. A sign shall be defined as including all parts, materials, frames and background, measured to the nearest geometric configuration.
3. Logos or identification symbols shall be considered signs. The primary purpose of signs shall be to identify the tenant's business and additional text on the sign shall be discouraged so as to avoid clutter that may be aesthetically displeasing or that would constitute a safety hazard.
4. All signs and their supporting structures shall be enclosed, structurally safe, and maintained in good condition.
5. All free-standing permanent monument signage structures shall be cast in concrete with the design approach being one of monolithic permanence. Lighting for these signs can utilize flood lights located at the base to provide a wash of light over the structure. Signage lettering and numbering may be cast letter (cast into structure or raised-case letters fixed to the face of the structure), self-lit type, sandblasted into wall surface or onto wood. Wall signs shall be composed of wood, metal, plastic (Plexiglas or Fiberglas), paint or comparable weather-resistant material subject to review and approval. All cabinets, conductors, transformers or other equipment must be concealed from public view.

6. All signs and their supporting structures shall comply with the uniform building and electrical codes.

7. The following limitations shall apply to temporary signage:

Onsite unlighted signage shall be allowed for the purpose of designating real estate, "for sale", "for lease", or "future site", "coming sites". This signage shall be a maximum of 48 square feet total sign area. All temporary signage shall be approved by the Planning Department and shall require a sign permit.

Banners, flags, and other non-exempted temporary signs announcing openings, etc., shall be allowed for a non-renewable period of thirty (30) days, subject to approval of a temporary sign permit from the Planning Department if the sign and/or banner complies with the general standards for review above. No more than two (2) temporary sign permits may be issued per business for grand openings, open houses, or special events, as approved by the Planning Department. However, carefully planned graphics in the form of glass, and banners shall be allowed as permanent devices adding color, movement and vitality. These systems should be planned as a comprehensive graphics statement which enhances the architectural environment.

8. The following limitations shall apply to Individual Business signage:

Individual Business signage shall either be a monument sign or wall-mounted sign. Pole signs are prohibited.

a. Wall Signs

1. No wall sign will exceed an area equal to one and one-half ( $1\frac{1}{2}$ ) square feet of sign for each one foot (1') of lineal frontage of the building or portion thereof. However, no sign shall exceed 75 square feet of area nor comprise more than ten percent (10%) of the area of the elevations upon which the sign is located.
2. In multi-tenant research and development buildings, each individual industry may have a wall sign over the entrance to identify the tenant. Said signs will be oriented toward the street, parking or pedestrian area for that building and shall not exceed one (1) square foot of sign area for each lineal foot of building frontage up to a maximum of twenty (20) square feet.

b. Monument Signs

1. Monument signs shall not exceed four feet (4') above grade in height nor more than one and one-half ( $1\frac{1}{2}$ ) square feet in area for each one (1') foot of lineal frontage of the building or portion thereof. However, no sign shall exceed 75 square feet in area. No sign shall block the view of vehicles turning, etc.

A special Monument Sign Program should be designed for use throughout the Business Park.

## 9. Primary Entry Specifications

Number, location and area: Primary and secondary project entry shall be permitted adjacent to the project entries specified in the Landscape Plan. Primary entry signs shall not exceed four (4) feet in height and forty (40) square feet in size per face on each sign. Secondary entry signs shall not exceed 2.5 feet in height and 15 square feet in size per face on each sign.

## 10. Vehicular and Pedestrian Signage

Number, location and area: Vehicular and pedestrian directional free-standing signs shall be permitted, wherever necessary and subject to approval of the total number of such signs by the Planning Department. Vehicular directional signs shall not exceed three (3') feet in height and shall be proportional in size per face on each sign. Pedestrian signs shall not exceed five (5') feet in height and shall be proportional in size per face on each sign. Locations are subject to review and approval.

## Section 8454.5 Architectural Design

- A. Architectural Design: Requirements of the current City Architectural Review Ordinance (Lompoc City Code Section 8825 et. seq.) shall apply except for the following more specific Business Park purposes, standards, and regulatory provisions.

All Architecture shall appear as an integrated part of an overall site design concept. A specific Early California Architectural theme/style is not required, but quality architecture is required for public view. Designs for individual projects will be submitted as part of the site plan review procedure.

The primary objective is that all projects be compatible and maintain an overall high quality level of development. The aim of the architectural design guidelines are to satisfy the following criteria:

1. Establish a special project identity along Central Avenue.
2. Achieve Market/Corporate Appeal
3. Ensure Economic Feasibility.
4. Reflect the function of the uses through the architectural form.
5. Respond to the aesthetic expectations of the community.
6. Implement the goals of the General Plan.
7. Assure appropriate Architectural Review without unnecessary delays in the overall development review process.



- B. The architectural design regulations reflect the desire to achieve compatibility, within the Business Park, while providing the basis for market appeal. This identity will translate directly into the Business Park's ability to compete for leases in the regional market.

The following criteria shall be utilized as architectural design guidelines for the policy level Specific Plan to be implemented through the site plan review procedure.

The elements to avoid or minimize:

1. Large, extremely deep front setbacks with vast parking lots located in this setback.
2. Highly reflective surfaces.
3. Large block walls.
4. Large metal surfaces.
5. Exposed concrete block.
6. Chain link fence, barbed wire.
7. False fronts to buildings.
8. "Box" structures.

- C. There is an unlimited supply of architectural elements available for use by the project designer. Some of the most desirable element applications are:

1. Building Materials

- Textured Concrete
- Brick
- Stucco
- Exposed aggregate
- Scored split-faced block

2. Openings

- Recessed or projected entries
- Entry overhead elements
- Windows
- Landscape planters
- Building arcades

3. Color

- Subtle, warm tones
- White
- Dark, though not reflective glass

#### 4. Graphics

- Building address
- Directionals
- Company names

#### Section 8454.6 Fencing.

Fences or walls may be located on a portion of the lot as follows:

1. Fences or walls which do not exceed thirty-six (36") inches may be located on any portion of the lot.
2. Fences or walls exceeding thirty-six (36") but not exceeding eight (8') feet in height may be located in the required rear and side lots to the front building line, but may not exceed thirty-six (36") inches in height within fifteen feet (15') of the intersection of a driveway and street right-of-way.
3. Earth berms and landscaping are encouraged to reduce the apparent height of screen walls.

#### Section 8454.7. Lighting.

1. Adequate lighting shall be provided for all automobile parking areas, trucking and loading areas, and all pedestrian and vehicle access points.
2. Lighting shall be designed so that it does not directly project onto adjacent property or onto a public thoroughfare.

#### Section 8454.8. Truck and Loading Requirements.

Truck and loading facilities are subject to approval at the time of site plan review and shall be subject to the following provisions:

1. Truck and loading areas shall not face a public street or encroach into the required front or street side yard setbacks.
2. Any loading facility shall be set back a minimum of forty-five (45') feet from the street property line.
3. Installation of the loading facility will not create an over-concentration of such facilities on any one street, and the City Planning Department attempt to achieve variations in the street scene.
4. Adequate area shall be provided for the safe operation of trucks in loading areas.
5. Any landscaping which is displaced by construction of loading facilities shall be provided elsewhere, or waived by the Planning Commission.
6. Trucking areas shall be adequately paved for the type of operation intended.

## Section 8455. Development Plan Review Requirements

Development Plan Review Requirements: Requirements of the current City Development Plan Ordinance (Lompoc City Code Sections 7700 et. seq. and 8103) shall apply except for the following more specific Business Park purposes, standards, and regulatory provisions:

As part of the following Site Plan Review Procedures, an elevation of the proposed project shall be submitted for review and approval by the Design Review Committee in accordance with the provisions of the Lompoc City Code.

### **A. Site Plan Review**

The Specific Plan shall be implemented through a method of site plan review. A site plan shall be required for all development within the Specific Plan area requiring a building permit. Tentative parcel and tract maps may be processed independent of the site plan review procedures, in accordance with the City Subdivision Code. Site plan review will be not required for interior alterations where there is no square footage increase or use intensification.

All proposed projects within the Specific Plan area shall be required to have an approved site plan prior to issuance of building permits or concurrent with subdivisions, conditional use permits or any other municipal permit for the property. The site plan review procedure is necessary for the following reasons:

1. To ensure consistency with the intent of the Central Avenue Specific Plan.
2. To encourage quality business park design and development.
3. To assure substantial long range compliance with the General Plan.
4. To adapt to specific or special development conditions that occur from time to time while continuing to implement the Specific Plan.
5. To facilitate complete documentation of land use entitlements authorized and conditions pertinent thereto.

#### **Exemptions:**

The following is a list of activities which are exempt from the Site Plan Review process. This list is not all-inclusive. The Planning Director may exempt other special activities not covered by this example listing.

1. All interior changes, alterations, construction
2. Repainting
3. Reglazing, new mullions
4. Relandscaping of existing structure
5. Reroofing with similar style roofing materials



6. Minor exterior repairs costing less than \$2,500.00
7. Demolition
8. Exterior mechanical (heating, air conditioning, water heater)

#### B. Procedures

Site Plans, which contain plans, drawings, illustrations, designs, reports and other detailed information as required herein, shall be submitted to the City staff for review and comment. Applicants are encouraged to submit preliminary plans for review and comment by the Planning Department prior to the final preparation of a Site Plan. Comment from other City Departments and service agencies shall be sought by the staff prior to preparing a recommendation on the finalized Site Plan.

Applicants should ensure that they have obtained a copy of the design regulations contained with the Specific Plan. This will assist the developer in achieving consistency with the Specific Plan and generally facilitate a quality project.

Upon determination that the Site Plan complies with the provisions of the Specific Plan and the review factors described in the design guidelines, the staff shall prepare a staff report with recommendations which shall be submitted along with the Site Plan to the Planning Commission at the earliest possible regular meeting. The Planning Commission shall approve, conditionally approve, modify, or deny the Site Plan.

#### C. Environmental Determination

The Site Plan review process is discretionary, not ministerial, and is therefore subject to the requirements of the California Environmental Quality Act (CEQA). However, a Master EIR was prepared as part of this Specific Plan and is applicable to all future development. Therefore, projects shall require either no further environmental documentation, or in special cases, only very focused environmental analysis and action as documented in Section 15182 of the CEQA Guidelines.

#### D. Time Limitation

Site Plan approval in accordance with this policy, shall be valid for a period of two years plus extensions pursuant to the Section 7708 of the Zoning Ordinance. If construction of a project does not commence within that period and proceed with due diligence thereafter, the approval of the Site Plan shall terminate and an additional submittal, review and approval will be required.

#### E. Revisions

Revisions that are minor in nature or reasonable extensions other than those applied as a condition of approval shall be submitted for review and approval administratively by the Planning Director. Significant changes, additions or omissions shall be submitted for review and approval by the Planning Commission.

## F. Submittal Requirements

A Site Plan shall consist of plans, drawings, illustrations, and designs, and any other detailed information as required to determine compliance with the provisions of the Specific Plan and responsiveness to design guidelines. The following list of plans and information is required:

1. Legal description of the property.
2. Assessor's parcel(s) numbers.
3. Area and dimensions of the property.
4. Vicinity map indicating project location.
5. North Arrow scale
6. All applicable tentative tract maps or tentative parcel maps.
7. A physical description of the site, including boundaries, easements, existing topography, natural features, existing buildings, structures and utilities.
8. Location, grades widths and types of improvements proposed for all streets.
9. A site plan showing location of all structures, landscape and hardscape areas, parking areas, walks, internal circulation, access, adjacent streets, sign type and placement and fence-wall type and placement.
10. Building elevations.
11. Description of the extent to which design regulations have been used in the plan and a statement documenting Specific Plan consistency.
12. A tabulation of square footage, area devoted to parking, parking spaces, landscape coverage, building coverage and heights.
13. Such applications and environmental assessment forms as are provided by the City staff.

## G. Mandatory Findings for Approval of a Site Plan

The Planning Commission shall make the following written findings before approving or conditionally approving any Site Plan.

1. The proposed project is compatible with other projects within the Specific Plan area.
2. The plan will not have an adverse impact on the public health, safety, interest, convenience or general welfare.
3. The Site Plan is compatible with the intent and purpose of the regulations and design guidelines of the Central Avenue Specific Plan.

## H. General Administration

The Central Avenue Specific Plan shall be administrated and enforced by the City of Lompoc Planning Department in accordance with the provisions of the Lompoc City Code.

Certain changes to explicit provisions in the Specific Plan may be made administratively by Planning Director, subject to appeal to the Planning Commission and, subsequently, the City Council.

1. The addition of new information to the Specific Plan maps or text that does not change the effect of any regulations or guidelines.
2. Changes to the community infrastructure, such as drainage, water, and sewer systems which do not have the effect of increasing or decreasing development capacity in the Specific Plan area, nor change the concepts of the Plan.
3. The determination that a use be allowed which is not specifically listed as permitted but which may be deterined to be similar in nature to those uses explicitly listed as permitted.

In addition to the above items, a public hearing shall be held on all site plan applications in accordance with the provisions of Section 7703 of the Zoning Ordinance. The Planning Commission may approve, conditionally approve, modify, or deny said application.

### Section 8456. Performance Standards

The following performance standards shall apply to all uses within this zone:

1. Smoke - Every use shall be operated in conformance with air quality standards established by Santa Barbara Air Pollution Control District.
2. Odor - Every use shall be so operated that it does not emit an obnoxious odor or fumes beyond any boundary line of the lot.
3. Dust and Dirt - Every use shall be so operated that any dust or dirt produced shall be confined within a building and shall not be discahrged into the atmosphere.
4. Glare - Every use shall be so operated that any glare incidental to the operations shall not be visible beyond the boundaries of the property.
5. Sound - Sound resulting from the conduct of permitted uses, excluding traffic noise, shall be muffled so as not to become objectionable due to intermittence, beat frequency, or shrillness. Sound pressure levels above those shown in the following table, when measured at the boundary line of the property on which the sound is generated shall be considered objectionable.



American Standard  
Preferred Frequencies

Octave Band Sound Pressure Level  
in Decibels 0.0002 dynes/sq. cm.

|       |    |
|-------|----|
| 63    | 72 |
| 125   | 67 |
| 250   | 59 |
| 500   | 42 |
| 1,000 | 46 |
| 2,000 | 40 |
| 4,000 | 34 |
| 8,000 | 32 |

If the noise is not smooth and continuous or is not present between the hours of 6:00 P.M. and 7:00 A.M., one or more of the following corrections shall be applied to the above octave band levels:

|   | <u>Correction in Decibels</u> |
|---|-------------------------------|
| Daytime Operation   | Plus 5                        |
| Noise source operates less than 20%<br>of any one hour period | Plus 5                        |
| Noise source operates less than 5%<br>of any one hour period  | Plus 10                       |
| Noise of impulsive character such<br>as hammering             | Minus 5                       |
| Noises of periodic character such<br>as humming or screeching | Minus 5                       |

The sound pressure level shall be measured with a sound level meter and associated octave band analyzer conforming to standards prescribed by the American Standards Association as listed in the above chart.

6. Liquid or Solid Waste - No discharge at any point into any public sewer, private sewage disposal system, or stream, or into the ground, of any materials of such nature or temperature as can contaminate any water supply, interfere with bacterial processes in sewage treatment, or otherwise cause the omission of dangerous or offensive elements, shall be permitted, except in accord with standards approved by the California Department of Public Health or such other governmental agency as shall have jurisdiction of such activities.

## VI. DESIGN GUIDELINES

### A. Intent and Purpose

The design guidelines which are contained in this document, have been developed as a method of controlling the overall business park design statement. The guidelines seek to achieve a cohesive design fabric in those areas of the development, where continuity is desirable, but which can not be achieved through other mechanisms due to generality or limited scope.

The Central Avenue Specific Plan Design Guidelines are statements which express the character of future development for the area. They are the design criteria which will be adhered to with each development proposal within the Specific Plan area, and apply to three main topical areas: Architecture, Landscape Architecture, and Signage.

The developer of each planning area and land use designation will be able to draw from this and expand upon these concepts in order to maximize the success of the development consistent with market needs, aesthetic satisfaction, and community goals.

The purpose of the Design Guidelines area is as follows:

1. To provide the City of Lompoc with the necessary assurances that the business park will develop in accordance with the quality and character proposed herein;
2. To provide policy guidance to developers, builders, engineers, architects, landscape architects, and other professionals, in order to maintain the design continuity during the extended period of development;
3. To provide guidance to City staff, Planning Commission and the City Council in the review of future development of the Specific Plan area; and,
4. To include cost consideration and marketability effects in Design Guideline applications.

## **VII. SPECIFIC PLAN IMPLEMENTATION**

### **A. Purpose and Intent**

1. Development will be implemented in conformance with the regulations and guidance contained within this Specific Plan.
2. The City understands the necessity to cooperate in various ways, including financial considerations, in order to promote the plan.

This section contains the procedures for administration of the provisions contained herein. Implementation of the plan will be carried out by a method of Site Plan Review as outlined in this Chapter, Section C. This chapter also includes a program requirements section to assure necessary actions are outlined for plan implementation. In addition to the programs, a method of monitoring the plan is set-up for staff's administration. Other information covered in this Chapter pertain to general administration, subdivision, and amendment procedures.

### **B. Monitoring Program**

1. The purpose of the Specific Plan Monitoring Program is to provide assurances to the City and developers that the Specific Plan is working as development is built-out.
2. The monitoring program effectively establishes an accounting system to ensure that all changes, upon approval, are properly recorded at the scale of the total project and each planning area reflected in this Specific Plan.

This information will further assist the City in determining budgetary needs for the Business Park area.

The monitoring program is designed to be easily administered and understood. It can be readily updated.

The area will be monitored at the City's Site Plan Review stage. Exhibit 4 is an example of the type of form to be used for the monitoring. Exhibit 5 depicts the four basic planning units to be used in plan monitoring. Each planning unit will have a separate form in order to keep track of changes. This review should occur prior to the City budget preparation so that if any City resources are required, they can be allocated at that time.

The following steps will be necessary to make the monitoring system operational:

1. Set-up files for each planning unit;
2. Establish a set of summary maps (1"=100') to lot Site Plan cases;
3. Enter cases on worksheets as they are filed;
4. Enter cases on summary map as they are approved; and,
5. Summarize aggregate activity in each land use district annually. Identify particularly:
  - a. Parcel consolidation, if any;
  - b. Parking/loading bay increases or reduction;
  - c. Requirements for public facility improvements; and,
  - d. Notable problems, if any, with any aspect of the Specific Plan which may suggest amendment consideration.

### C. Program Requirements

1. Assuming establishment of the implementation program, much of the implementation can be accomplished in the City's Development Review process. Certain additional actions, however, are either desirable or essential in effectively carrying out this plan. The following table summarizes these actions.
2. The programs have been broken down to include actions within the following areas of the plan: Land Use, Circulation, Design Guidelines, and Implementation.
3. Land Use - Programs (CC = City Council, PC = Planning Commission, CA = City Administrator, CAT = City Attorney, CD = Community Development, PW = Public Works, EDC = Economic Development Coordinator, SBCO = Santa Barbara County).

#### Land Use

| REQUIRED<br>ACTION  | ACTION<br>RESP. | DECISION<br>RESP. | TIMING   |
|---|-----------------|-------------------|----------|
| 1. Establish a process for negotiating industrial use relocations as necessary to achieve the land use or parcel size objectives of the plan. | CA<br>CD        | CC                | On-going |



Land Use - Programs (CC = City Council, PC = Planning Commission, CA = City Administrator, CAT = City Attorney, CD = Community Development, PW = Public Works, EDC = Economic Development Coordinator, SBCO = Santa Barbara County).

Land Use (Continued):

| REQUIRED ACTION  | ACTION RESP.           | DECISION RESP. | TIMING                    |
|--|------------------------|----------------|---------------------------|
| 2. Examine the Comprehensive Zoning Ordinance for opportunities to accommodate auto related uses elsewhere within the City.  | CD                     | CC<br>PC       | 5/86 -<br>1/87            |
| 3. Encourage and participate in preparation of updated Airport Master Plan, including determination of heliport location.  | CD                     | CC             | 5/86 -<br>1/87            |
| 4. Prepare parcel size incentive program, including such programs as:  | CD<br>CA<br>CAT<br>EDC | CC<br>PC       | On-going<br>after<br>8/86 |
| - reduction/waiver of fees   |                        |                |                           |
| - service fee advance payments   |                        |                |                           |
| - loans for infrastructure improvements  |                        |                |                           |
| - loan source assistance   |                        |                |                           |
| - development standards modification, including parking reductions   |                        |                |                           |
| - increases in square footage allowance  |                        |                |                           |
| - site planning assistance   |                        |                |                           |
| 5. Maintain the existing industrial land use inventory and establish commercial land use inventory, with special emphasis on business park proportion of City-wide patterns. | CD                     |                | 10/85 on                  |
| 6. Prepare and implement a joint airport/business park promotional effort.   | CA                     | CC             | On-going<br>after<br>8/86 |
| 7. Prepare a feasibility study of all City controlled utility connection fees, start-up costs and rates as potential development incentives.                                 | CA<br>PW               | CC<br>CC       | On-going<br>after<br>1/86 |

Circulation

|  |          |  |                  |
|--|----------|--|------------------|
| 1. Establish precise alignment of Airport Center Drive, based on drainage flow and property line considerations. | PW<br>CD |  | 10/85 -<br>11/85 |
|--|----------|--|------------------|

Land Use - Programs (CC = City Council, PC = Planning Commission, CA = City Administrator, CAT = City Attorney, CD = Community Development, PW = Public Works, EDC = Economic Development Coordinator, SBCO = Santa Barbara County).

Circulation (Continued):

| REQUIRED ACTION  | ACTION RESP.            | DECISION RESP. | TIMING           |
|--|-------------------------|----------------|------------------|
| 2. Modify standard section for Airport Center Drive to a 74' ROW with a 10' public services easement on one side.  | PW<br>CD                | CC<br>PC       | 10/85 -<br>11/85 |
| 3. Incorporate Airport Center Drive and "L", "O", and "V" Streets (extended) in the assessment district program.   | CA<br>CD<br>CAT<br>PW   | CC             | 11/85 -<br>1/86  |
| 4. Designate Central Avenue, Airport Center Drive, "O", "V", and "L" Streets north of Central Avenue as truck routes. Prepare necessary ordinance for posting and enforcement. | PW<br>CD                | CC<br>PC       | After<br>8/86    |
| 5. Negotiate airport taxiway (aircraft) access, including loading bays, for inclusion in the Regulatory Specific Plan.   | CA<br>CD<br>CAT<br>SBCO | CC<br>SBCO     | After<br>8/86    |
| 6. Negotiate temporary airport vehicular access  | CA<br>CD                | CC             | After<br>8/86    |
| 7. Explore the feasibility of a vehicle parking district or master property owners association for management of shared parking spaces and loading bays.                       | CD<br>CAT               |                | After<br>8/86    |
| 8. Explore the feasibility, cost and operational implications of expanding the existing bus service to serve the Specific Plan Area.   | PW<br>CD                | CC             | After<br>8/86    |

Design Guidelines

|  |           |          |                            |
|--|-----------|----------|----------------------------|
| 1. Incorporate this Specific Plan in the current Architectural Review Process.   | CD        |          | On-going<br>after<br>10/85 |
| 2. Explore the implications and desirability of providing for a direct appeal of staff project review decisions to the City Council. | CD<br>CAT | CC<br>PC | 8/86                       |

Land Use - Programs (CC = City Council, PC = Planning Commission, CA = City Administrator, CAT = City Attorney, CD = Community Development, PW = Public Works, EDC = Economic Development Coordinator, SBCO = Santa Barbara County).

Design Guidelines (Continued):

| REQUIRED ACTION   | ACTION RESP. | DECISION RESP. | TIMING                    |
|---|--------------|----------------|---------------------------|
| 3. Establish Community Development Department liaison assignment(s) for support to the new Economic Development Specialist. | CD           | CA             | On-going<br>After<br>5/86 |

Implementation

|   |                |          |                           |
|---|----------------|----------|---------------------------|
| 1. Incorporate actions as appropriate in budget adjustment package.                                 | CA<br>CD<br>PW | CC       | After<br>8/86             |
| 2. Establish City design assistance team to work with applicants in satisfying design guidelines.   | CD<br>EDC      |          | On-going<br>after<br>8/86 |
| 3. Explore feasibility of community landscape display project, using Central Avenue as a prototype. | CD             | CC       | After<br>8/86             |
| 4. Devise an incentive program for design excellence.   | CD<br>CD       | CC       | After<br>8/86             |
| 5. Negotiate utility undergrounding or design modifications for transmission lines with PG&E.       | PW<br>CA<br>CD | CC       | After<br>8/86             |
| 6. Prepare Central Avenue streetscape working drawings from "H" Street to "V" Street.               | CA<br>CD       | PC       | After<br>8/86             |
| 7. Acquire easements and install nonstructural elements of the Central Avenue Streetscape Plan.     | CD<br>PW       | CC<br>PC | After<br>8/86             |
| 8. Install median in Central Avenue.  | PW<br>CD       | CC<br>PC | After<br>8/86             |

D. Specific Plan Incentive Program

It is the City's desire to facilitate the quality development envisioned in this plan. Toward that end, development projects may benefit from certain incentives so long as they basically satisfy certain criteria:



1. The use of uses must conform to the Specific Plan Regulations, including applicable performance standards;
2. The proposed project must not exceed planned capacity of public facilities and services; and,
3. The project plans must be responsive to the established design guidelines.

These first two criteria are fundamental because they relate to physical and fiscal appropriateness of the project.

The third criterion is significant because it helps to define what the term "quality" means within this Specific Plan area. In order to qualify for consideration of incentives under this third criterion. The proposed plan must document the nature and extent of its responsiveness to all of the topics specified under each of the following headings:

1. Landscape/streetscape;
2. Signage; and,
3. Architectural design.

Providing all three criteria above are satisfied and, to the degree that they are satisfied, any or all of the following actions may be taken by the City as an incentive to development. The extent of each individual action or combination of actions taken may vary on a case-by-case basis and will be the result of negotiations between the project applicant and the City.

1. Reduction or waiver of processing fees - may vary from a percentage to the total of such fees (e.g., Site Plan Review, Initial Study, etc.);
2. Service Fee Advance - partial or total payment of required utility service fees, subject to recovery on a mutually agreeable pay-back schedule;
3. City loan for infrastructure improvements - partial or total funding of required infrastructure improvements, subject to recovery on a mutually agreeable pay-back schedule;
4. Access Assistance - City legal or other staff assistance in negotiating aircraft or vehicular access to the Lompoc Airport;
5. Loan source assistance - research and establishment of financial contacts to assist in project financing;
6. Parking reductions - relaxation of required parking standards so long as adequacy of proposed parking can be documented and required ratios are reduced by no more than twenty (20%) percent;
7. Business Park intensity increase\* - added square footage up to a maximum of twenty (20%) percent above the prescribed square footage or limitation;

8. Site planning assistance - funding of site planning costs on a partial or total basis.

- \* Site development standards may be adjusted as necessary to achieve increased square footage.

Each case in which incentives are applied must be documented in writing as to its rationale, justification, and findings.

## VIII. APPENDICES



## APPENDIX A

### BOUNDARY DESCRIPTION

The Central Avenue Specific Plan consists of that area within the following boundaries:

Southern Boundary: The northern boundary of the Central Avenue right-of-way from the point of interaction of the western property boundary at the eastern boundary of the "V" Street right-of-way extending to the east to a point approximately 700 feet east of "L" Street at the corner of the property line between Lots 60 and 75.

Western Boundary: The eastern boundary of the "V" Street right-of-way from the point of intersection of the southern property boundary at the northern boundary of the Central Avenue right-of-way extending northerly a distance of 1320 feet to the point where the Lompoc City boundary continues easterly, approximately 125 feet south of the flow line of the Santa Ynez River.

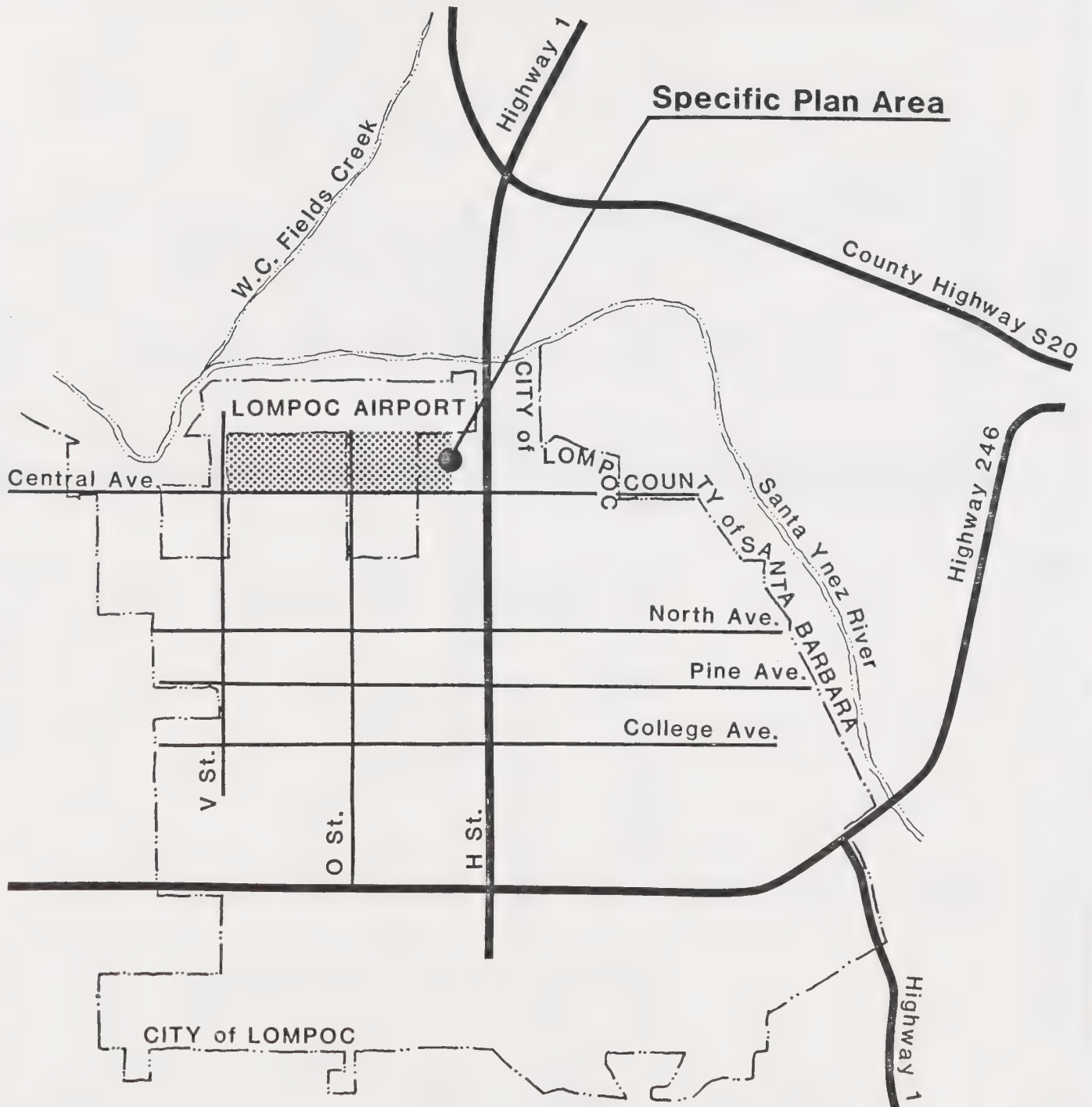
Northern Boundary: From that point on "V" Street, 1,320 feet north of the northern boundary of the Central Avenue right-of-way in an easterly direction a distance of approximately 2,640 feet along the Lompoc City boundary, continuing in the same easterly direction along the extension of the Lompoc City boundary a distance of 1,320 feet to the continuation of the Lompoc City boundary and continuing in the same easterly direction along the Lompoc City boundary a distance of 749 feet to a point approximately 455 feet west of the western boundary of the "H" Street right-of-way.

Eastern Boundary: From that point located approximately 455 feet west of the western boundary of the "H" Street right-of-way in a southerly direction a distance of 1,292 feet to the northern boundary of the Central Avenue right-of-way.

APPENDIX B  
LIST OF EXHIBITS

1. Vicinity Map
2. Existing Zoning
3. Land Use Concept Plan (Includes the Circulation and Preliminary Landscape/Streetscape Concept Plans)
4. Monitoring Program Worksheet
5. Planning Units

# Exhibit 1 - Vicinity Map



## CENTRAL AVENUE SPECIFIC PLAN



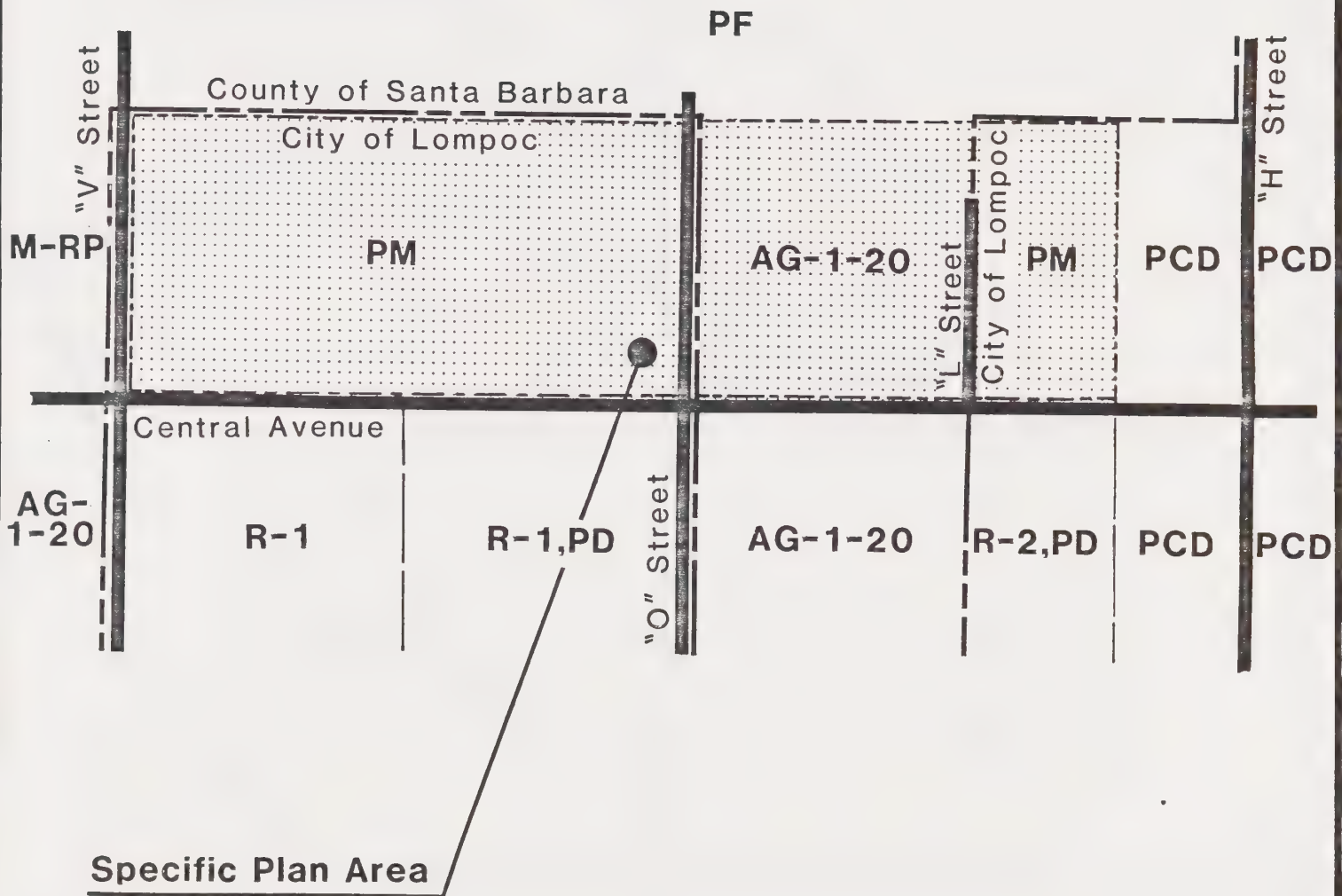
THE  
PLANNING  
CENTER

no scale

230 NEWARK CENTER DRIVE SUITE 215  
NEWPORT BEACH, CA 92660 (714) 640-8011



## Exhibit 2 – Existing Zoning



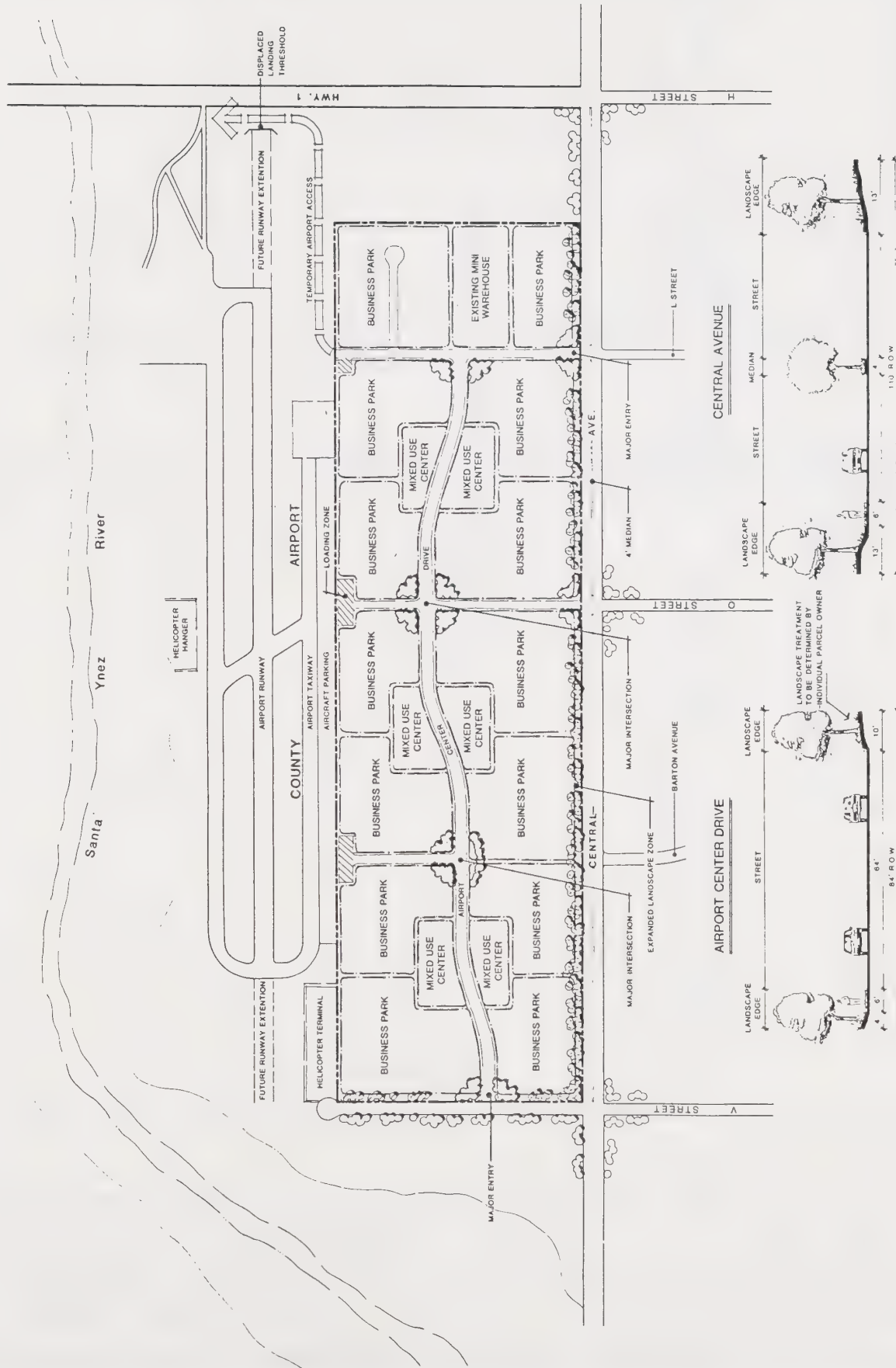
## CENTRAL AVENUE SPECIFIC PLAN



no scale


280 NEWPORT CENTER DRIVE, SUITE 215  
NEWPORT BEACH, CA 92660 (714) 640-4011

# DEVELOPMENT CONCEPT PLAN



# CENTRAL AVENUE SPECIFIC PLAN

**A PLANNED DEVELOPMENT PREPARED FOR THE CITY OF LOMPOC, CA.**



THE  
PLANNING  
CENTER



Planning Unit \_\_\_\_\_  
Land Use District \_\_\_\_\_

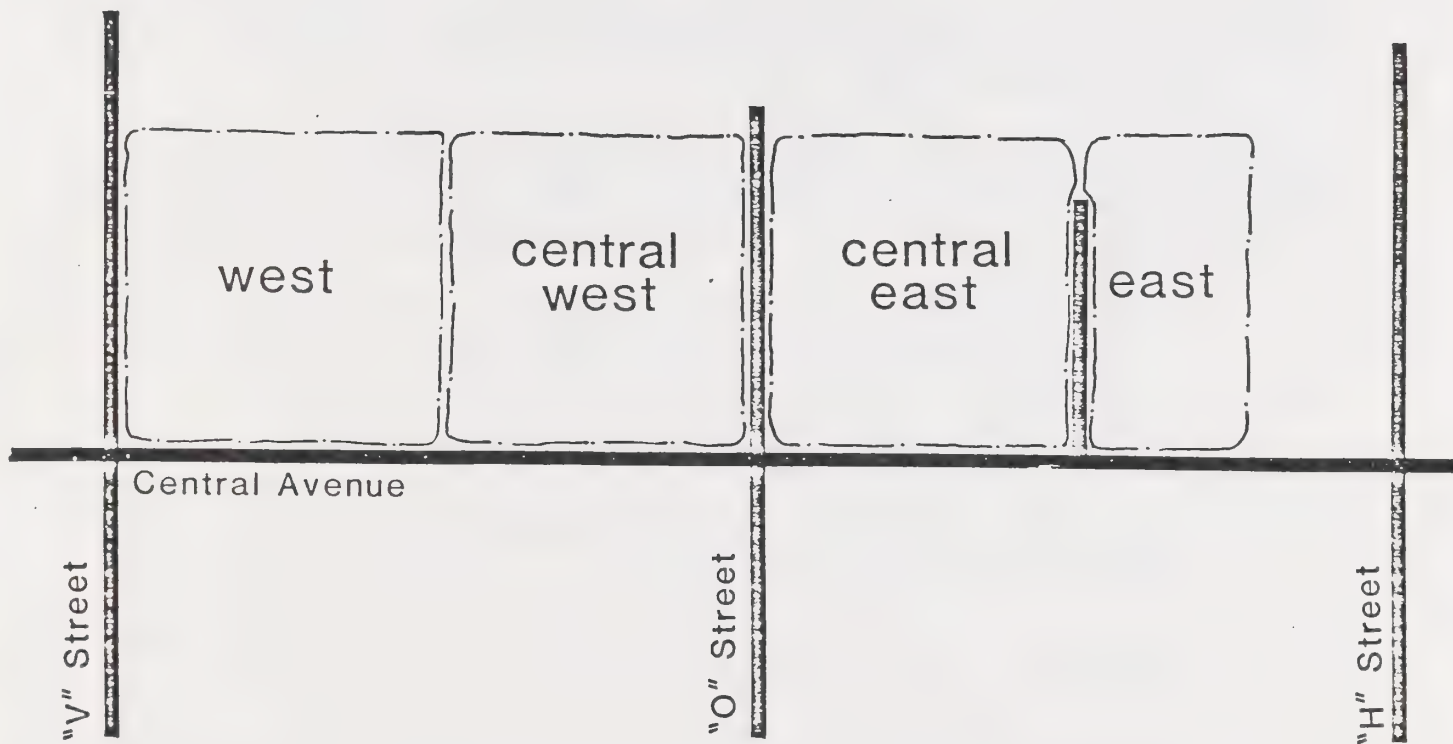
## EXHIBIT 4

CENTRAL AVENUE SPECIFIC PLAN  
MONITORING PROGRAM WORKSHEET

| DATE   | CASE NO. | PARCEL SIZE | SPECIFIC LAND USE | PARKING SPACES ADDED/(LOST) | LOADING BAYS ADDED/(LOST) | PUBLIC FACILITY ADEQUACY | COMMENTS; ACTIONS REQUIRED |
|--------|----------|-------------|-------------------|-----------------------------|---------------------------|--------------------------|----------------------------|
|        |          |             |                   |                             |                           |                          |                            |
| TOTALS |          |             |                   |                             |                           |                          |                            |



# Exhibit 5 – Planning Units



## CENTRAL AVENUE SPECIFIC PLAN



no scale



THE  
PLANNING  
CENTER

2801 BEAR PT CENTER DRIVE SUITE 215  
NEWPORT BEACH, CA 92660 (714) 640-4011

## APPENDIX C

### SPECIFIC PLAN GUIDANCE PACKAGE

The City Council has directed the preparation of a Specific Plan for the City's northern industrial area and has retained The Planning Center to prepare the plan. It is important for the consultant, staff, property owners, and others interested in the area, to know what was in the Council's mind in initiating this plan. Accordingly, the following problem statement and guiding principles for preparing the plan represent the Consultant's understanding of the Council's instructions for this planning effort.

It is also important to understand that this problem statement and related objectives may change during the course of the planning effort. Public input, consultant analysis of information produced, and the City review are all possible sources of change. This is normal and desirable for such a study.

1. Small lot industrial subdivisions, if allowed in a random fashion without regard to accompanying development plans may threaten the integrity of the entire industrial area.
2. The industrial area has remained essentially undeveloped since its designation 18 years ago.
3. The area is divided by City/County boundaries, making integrated planning and development difficult.
4. The City and County have notably different policies on development of the area.
5. The City needs more jobs and has no articulated strategy for capitalizing on forthcoming economic growth by capturing employment opportunities in this area.
6. There is no cohesive concept for how the area should be designed, so there is limited guidance as to how architectural review should be conducted along Central Avenue.
7. Industrial developers do not have any assurances about the quality of development that will occur, thus making investment in the area more problematic.
8. The City Council needs a tool immediately to promote and enhance industrial development potential in the area.
9. The moratorium must be lifted as early as possible. The City does not wish to impede development that is consistent with long range City policy.
10. This is the sole remaining property in the City/Sphere of Influence on which to establish a significant industrial park.
11. The adjacent airport can be beneficial to industrial development in the area, but as yet opportunities have not been realized.

12. The property owners need a clear understanding of the City's intentions regarding uses, development standards and improvement requirements.
13. Access is limited to Central Avenue and must be improved if the area is to be effectively developed.

#### Guiding Principles

1. An adoptable City policy will be in front of the City Council on October 1, 1985, preferably in the form of a Policy Level Specific Plan, to be adopted by resolution. (Note: No current City Ordinances will be affected by this action).
2. The Policy Level Specific Plan will provide guidance for the preparation of a subsequent Regulatory Specific Plan (to be adopted by Ordinance).
3. The basic use will be industrial with ancillary uses as appropriate.
4. It is more important to have a coherent set of policies for Council consideration than to have a comprehensive, thoroughly documented report.
5. To the maximum extent possible, given the very short time schedule, property owners and other interested parties shall be involved in the plan preparation.
6. The plan and its policies will be used to guide development in the City, shape the subsequent Regulatory Specific Plan, influence the County on development in its territory, and help achieve annexation.
7. The plan concepts will be developed for and apply to the entire City and County portions of the planning area.
8. To the extent possible, the existing and proposed industrial subdivision shall be integrated into the Specific Plan.



## APPENDIX D

### GENERAL PLAN CONSISTENCY

The purpose of this Specific Plan is to ensure that development of the Airport Business Park will effectively implement the City's General Plan policies and priorities; while promoting creative design concepts tailored to meet the needs of this area. The Airport Business Park Specific Plan intended to enhance the City's General Plan by more precisely defining land uses, infrastructure, circulation patterns, development standards and design guidelines as well as implementation measures.

Upon adoption of this Specific Plan by the City of Lompoc, annexation proceedings will begin to include the 39 parcels, which are currently in the County's jurisdiction, into the City. In this capacity, the Specific Plan will provide the necessary assurances to involved parties on issues such as development character, environmental and natural resources protection, public services provisions, etc. The Specific Plan as geographically focused, identifies planning considerations, and relates development controls and other programs to anticipated land use practices. When adopted by the City of Lompoc, the Specific Plan will permanently control development within the plan boundaries.

#### City of Lompoc General Plan Consistency

Each element of the City's General Plan has been examined in the preparation of this Specific Plan to ensure consistency with the General Plan. Elements of the General Plan addressed in this section include: Land Use, Circulation, Environmental Resources Management (ERME), Noise, Public Safety, and Parks and Recreation.

##### 1. Land Use

Through the Specific Plan land use designations of Business Park and Mixed Use, the intent of the City's General Plan designation of Planned Manufacturing is further refined. The use of this Specific Plan for the Airport Business Park will provide a logical course for development and a comprehensive implementation program to further reach the objectives of the City's Land Use Plan.

##### 2. Circulation

The Land Use Concept Plan for the Airport Business Park Specific Plan provides a functional circulation system, which provides vehicular and pedestrian access into the development areas from the surrounding major street system; thereby, fulfilling the aims outlined in the Circulation Element of the City's General Plan.

##### 3. Environmental Resources Management Element (ERME)

The proposed Airport Business Park is located in an area which does not have any significant environmental limitations, which is considered the most suitable for development as outlined in the ERME.

4. Noise

With the possible growth of airport activity adjacent to the project area, residential uses or other noise sensitive receptors in close proximity to the airport are discouraged thorough policy implementation of the City's Noise Element. Through the Business Park and Mixed Commercial uses proposed in this Specific Plan, any intrusive noise is limited to those uses where such noise is considered acceptable.

5. Public Safety

The interior circulation network provides the access necessary for the provision of emergency fire and police protection services.

6. Parks and Recreation

Through the City's Parks and Recreation Element of the General Plan, the City encourages the use of open space to act as a buffer between different land use areas. Interior landscaping, as well as streetscape design, has been incorporated into the Land Use Concept Plan; 12% of the entire Specific Plan site is dedicated to landscape design.

County of Santa Barbara General Plan Consistency

It is the objective of the Central Avenue Specific Plan, once adopted, to annex the thirty-nine (39) acre parcel, currently in the County's jurisdiction, into the City. Those elements of the County's General Plan, which are most pertinent to the development of the site, are discussed in the following. Other elements of the County's General Plan were examined and where applicable, policies of the General Plan were incorporated into this Specific Plan.

1. Land Use Element

Although the 38.5 acre parcel, located in the County, has been zoned for agricultural uses, the area surrounding the Airport is becoming urbanized at a steady pace. Development supporting airport uses, not unlike the proposed project itself, are locating in those areas immediately surrounding the airport. Future development in the Airport Business Park may actually complement and service as a mechanism to expand the existing agricultural industry in the area.

2. Circulation Element

The circulation system incorporated in the Conceptual Land Use Plan provides access from surrounding areas into the employment centers proposed at the Airport Business Park.

3. Environmental Resource Management Element (ERME)

Although the parcel under discussion is located in an area identified as having prime agricultural soils, with a high agricultural suitability rating, it is the intent of the City of Lompoc, upon adoption of the Specific Plan, to begin annexation proceedings to annex this parcel into the City.

4. Draft Agricultural Element - Phase I

As previously mentioned, it is the intent of the City, once adoption of the Specific Plan has occurred, to begin annexation proceedings to annex this parcel into the City of Lompoc.

## APPENDIX E

### CENTRAL AVENUE SPECIFIC PLAN

#### FINDINGS:

1. The proposed Business Park development is consistent in intensity and character with the City's adopted General Plan.
2. Reasonable alternatives to the plan and their implications have been considered.
3. The scope and depth of environmental and policy analyses are commensurate with the level of detail contained in the plan and the specificity of land use entitlement its adoption authorizes.
4. The various components of the plan, as well as the plan in its entirety, are sensitive to the environmental and public policy impacts of the proposed development.
5. Appropriate mitigation measures are incorporated in the plan to insure that concerns identified at this level of planning are resolved as part of the more detailed Site Plan Review, which must be completed before private development may proceed.
6. Administration of the plan is thoroughly integrated into the City's development processing system.
7. All subjects required in a Specific Plan by the California Government Code and applicable City Ordinances are appropriately and adequately covered.
8. Adequate time and opportunities have been afforded interested organizations and members of the public to comment on or propose changes to the plan, if they so desired.







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